



Official Publication of The Minnesota Transportation Museum, Inc.



MINNEGAZETTE

Post Office Box 1300, Hopkins, Minnesota 55343

JANUARY-FEBRUARY 1974

ABOUT THE COVER: Rear view of TCRT/MTM #1300 at the 42nd Street Station Platform shows the car "under the wire" during the last month of Fall '73 operation. Among the notable accomplishments of MTM's ongoing Restoration Project, the entire Como-Harriet line was re-electrified during the 1973 work-phase; thanks to the hard work of Museum volunteers we now have a rear platform view of #1300 uncluttered by our former 'temporary' gas-generator set. (And, electrification came just in time - gas to have operated the 'goat' just might not have been available!)

ANNUAL GENERAL MEMBERSHIP MEETING SET FOR JANUARY 15

The annual membership meeting of the Minnesota Transportation Museum has been set for 8 p.m. Tuesday, January 15, 1974 at the Northwestern National Life Insurance Building, 1st Floor Auditorium, on the lower Nicollet Mall in Minneapolis (20 So. Washington Ave.). All members are urged to attend this, our most significant membership gathering of the year. Among the program highlights will be a report on the MTM/Como-Harriet progress in '73 and our plans and projections for the Museum in 1974. Our Annual election of Officers will also be conducted (see the report of the nominating committee in this issue). To complete the evening a program of general transportation interest is planned. With particular emphasis on the present national fuel shortage, all members are encouraged to use the excellent facilities of MTC for transportation to the meeting.

REPORT OF THE NOMINATING COMMITTEE

The following report of the MTM nominating committee is submitted to the membership for consideration in advance of our January annual meeting; Nominees for consideration as museum officers in 1974 are;

President -- George Isaacs
Executive Vice President - John Larkin
Secretary - David Norman
Treasurer - Robert Macnie
Vice President, Operations - Scott Heiderich
Vice President, Public Relations, - Paul Joyce
Vice President, Publications - Norm Podas
Vice President, Traffic - Frank Sandberg

During our January meeting, full members of MTM will be eligible to cast ballots. In making its recommendations for the above slate of candidates the nominating committee has endorsed them as best qualified to carry forward the goals and objectives of MTM in the coming year.

NEW 'SPEEDER' DONATED TO MUSEUM

MTM is continuing its effort to strengthen the Lake Harriet Railway roster with another acquisition of work equipment. On November 10th, Ray Bensen, John Larkin and Bob Renz took delivery of a Fairmont Motor car; a 35 horse power Model A-5, from Soo Line's Shoreham Shops in Mpls.

Originally built in 1936 by Fairmont (Minn.) Railway Motors, the car had been retired from service about a year ago. Upon reaching the site it was immediately given a tryout, reaching controlled speeds up to 40 MPH. Nine feet in length with roof and protective end plates and windshield inserts, the motor car seats seven and is capable of pulling our streetcar over the entire length of the line should it ever become necessary.

The Soo Line's policy of a complete overhaul of the motor car fleet, rotating on 3 to 5 year basis, accounts for the fine condition of this motor car.

The A-5 will be assigned to heavy loads of track and maintenance while the present 7-horsepower two cycle M-19 model will be used for light transportation tasks (perhaps providing exhaust for the track crews during late summer insect season!)

MTM is very appreciative of the Soo Line's generosity in supplying us with this needed piece of maintenance equipment and putting it in such fine condition for immediate use. -Ray Bensen

"1300" H.O. SCALE MODELS SOON AVAILABLE

We have word that the long-awaited brass H.O. gauge scale models of #1300 (in its present one/two man configuration) will soon be available from Northwest Short Line, Seattle, Washington, -Woodcraft Hobby Store in Mpls. The first pilot/production models have arrived and are pictured elsewhere in this issue.

Colors; The model is satin finish brass with light lacquer coat to prevent discoloration and also a limited quantity are available painted in the TCRT colors; yellow body, medium brown roof and windows and forest green below the floorline (black underbody on the model should also have been green, a communication gap once again proves you cannot always be perfect.) The painted car is NOT lettered. Lettering for TCRT cars was extremely simple, consisting solely of the car number in simple, slightly stylized block numbers approximately 6" high by slightly wider. These were centered on the car sides and painted in medium brown. The model is not provided with the typical "basket" pilot. This will be available separately about January 1974, in limited quantity.

Those interested in this fine model of our car are encouraged to visit Woodcraft in the near future -- supply is limited and they'll go very quickly indeed!

MORE RAIL FOR THE COMO-HARRIET

Saturday, November 10th, saw the arrival of additional supplies of needed rail for the Como-Harriet line; 41 tons (or 53 lengths) to be more precise was delivered to storage north of 42nd Street. Members had considerable difficulty with the inclined wooden unloading ramps which continued to snap under the strain of the heavy rail. As an additional misfortune, the semi-trailer rail flatbed became mired on the north end right-of-way and had to be retrieved by #1300 (the old girl can really pull!) Now in storage for '74, our new rail supply is destined for future use on sidings, the 42nd Street Station Platform passing track, a possible '74-75 north track extension program and as general replacement rail on the existing trackage. MTM moves forward, again!

#265 REFURBISHING BEGINS

Slowly, but resolutely, the long work on the restoration of DST/TCRT car #265 has begun. As a first step in the process, all stored component parts have now been moved from the Rosemount Storage site to the MTM facility at ComoShops, and a program for interior woodwork refinishing is moving forward under the direction of Museum member Bill Graham. While generally in good condition, the interior woodwork of #265 must be gone over to remove the old highly "checked" varnish and the accumulation of over 40 years of grime. This is a work well-suited to the winter months insofar as much of this interior trim can be removed and processed elsewhere - to be re-installed in warmer weather. Planning for the general rework of #265 was recently eased considerably by the loan of actual, original Duluth standard car blueprints by Museum Member Wayne Olsen. These splendid plans will allow the pinpointing of key details in the Duluth car configuration during restoration. While basically a TCRT car, #265 did undergo a metamorphic series of alterations over the years which resulted in a characteristic Duluth style car differing from the Twin Cities prototype. The work is underway. We'll report on the progress in later issues of the "Gazette."

THE 1974 DUES ARE DUE --- HELP MTM GROW

Without question, the life-blood of the MTM organization is our active and involved membership. It is also true that membership dues are vital to the continued day-to-day operation of our educational-Historical organization and the continuance of MTM's ambitious program. Please renew your membership for '74 when you receive your annual statement. Help us grow! Even sign up a new member or two. Let us know if you need membership blanks - we'll be happy to send you some.

ANNUAL MTM MEMBERSHIP INVENTORY OF INTERESTS AND SKILLS

When members join MTM, they are generally asked to indicate their interests, skills, preferences in fields relating to the various Museum activities. It has not always been possible to keep this information current. The enclosed questionnaire is designed to inventory MTM membership talents. You are encouraged to complete it and return it to:

Trolley, Box #1300, Hopkins, Minn. 55343.

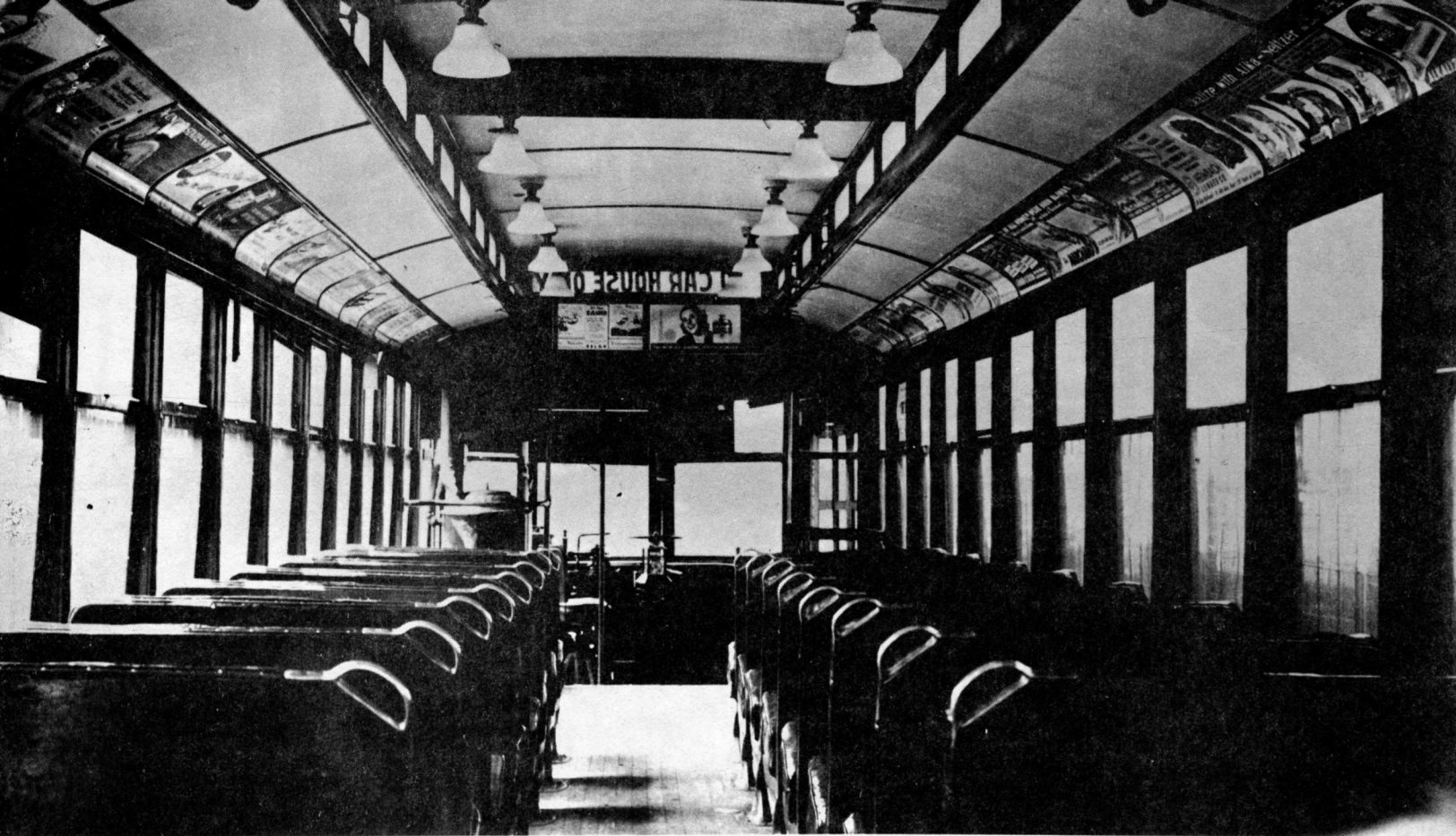
Please do this as soon as possible; the success or failure of MTM is directly related to the active interest of its membership. We ask that you assist us in this vital inquiry.

In Coming Issues:

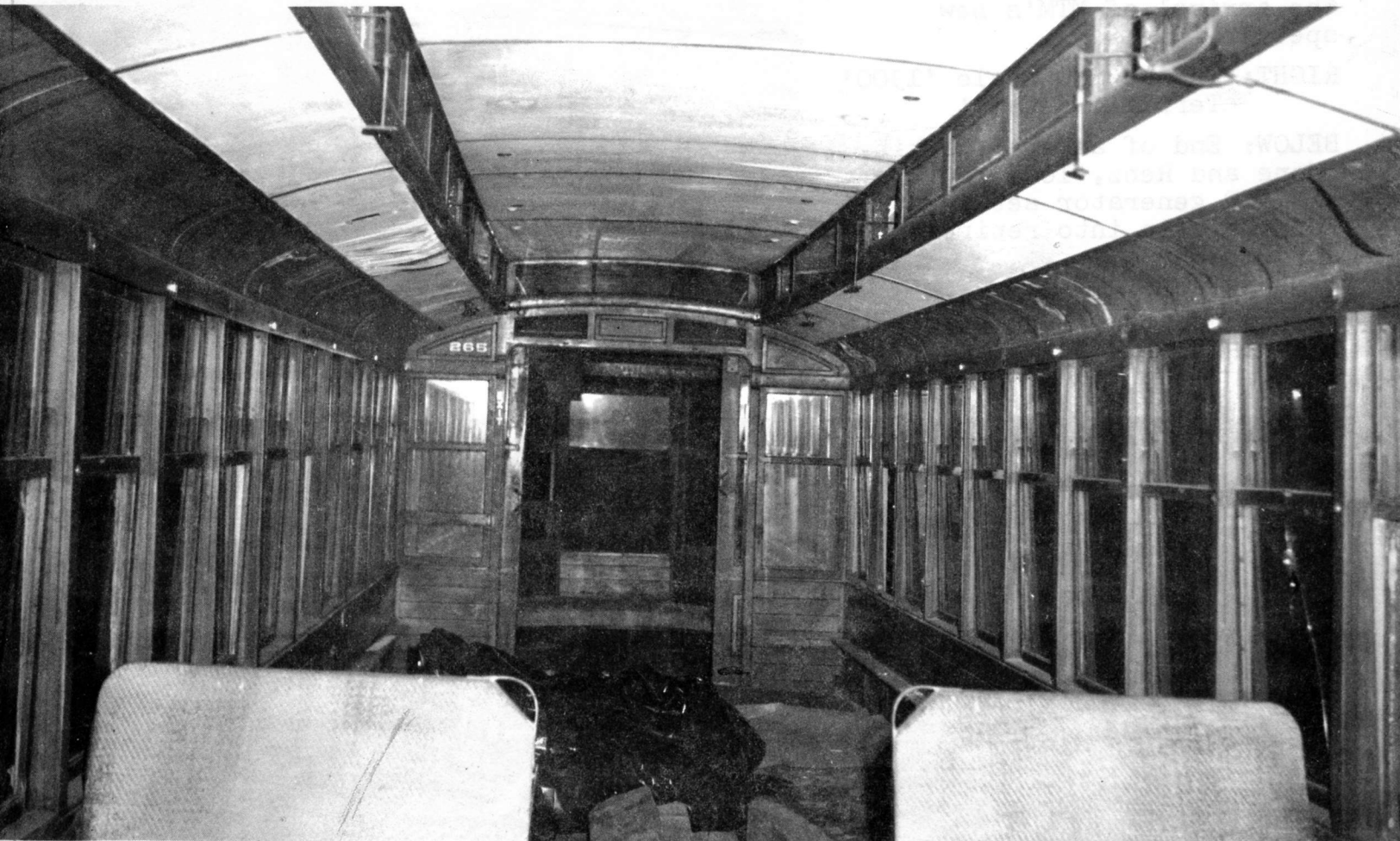
- Yesterday at Harriet
- Report on #265
- The Big Move to Como
- Plans for '74



Pix this issue courtesy George Isaacs, Loren Martin, Jim Kreuzberger.



Interior pix of DST car circa 1930 (above) and #265 today (below) shows we have a long, long way to go. But, we're on our way!



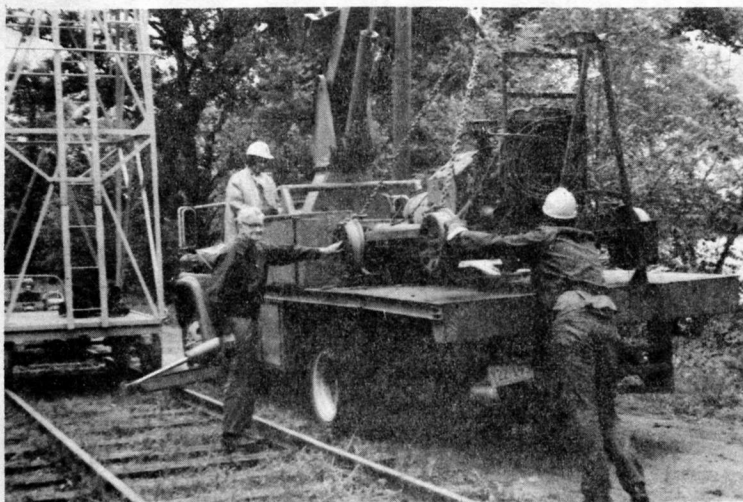
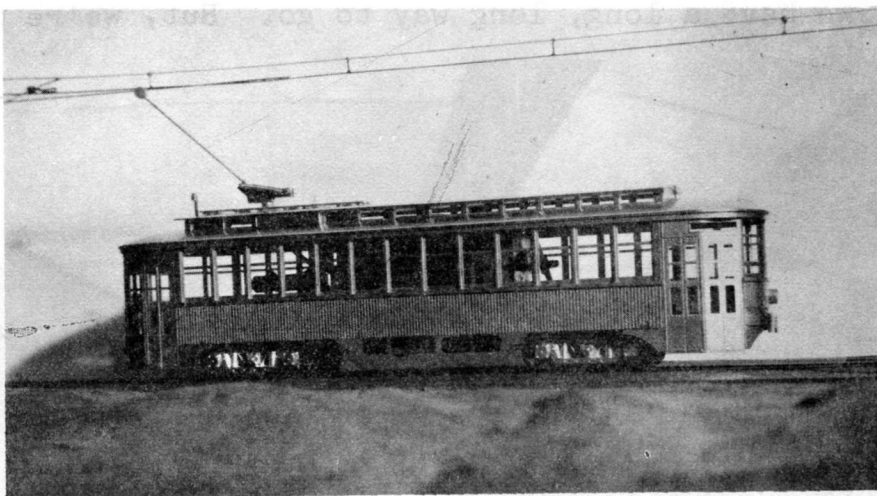


ABOVE: John Larkin supervises the arrival of MTM's new speeder.

RIGHT: The new HO scale '1300' Terrific detail!

BELOW: End of an era; Larkin, Fjone and Renz, load the EX-1300 generator set (goat) for the trip into retirement at Como Shops.

LOWER RIGHT: MTM regulars unload "new" rail at Harriet. Heave Ho!





MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

Pursuant to board action at the August 5, 2021 meeting of the board of directors and in honor of the 50th anniversary of operation of the Como-Harriet Streetcar Line the attached materials are being republished by the Minnesota Streetcar Museum under the under the Creative Commons "Attribution-ShareAlike 4.0 International" and "Attribution-ShareAlike 3.0 Unported" licenses. You may choose either license as suited for your needs. In particular, the 3.0 license is meant to be compatible with the Wikipedia project.

In general, these licenses will allow you to freely:

- **Share** — copy and redistribute the material in any medium or format
- **Adapt** — remix, transform, and build upon the material for any purpose, even commercially.

Under the following terms:

- **Attribution** — You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use.
 - **Please credit the *Minnesota Streetcar Museum* and provide our URL www.trolleyride.org** We would also appreciate hearing about your re-use of our materials though that is not a requirement of the license.
- **ShareAlike** — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original.
- **No additional restrictions** — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits.

You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation.

No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material.

Please review these licenses at the Creative Commons site for full legal code and details on allowed uses:

- Creative Commons Attribution-ShareAlike 4.0 International:
 - <https://creativecommons.org/licenses/by-sa/4.0/legalcode>
- Creative Commons Attribution-ShareAlike 3.0 Unported
 - <https://creativecommons.org/licenses/by-sa/3.0/legalcode>

If these licenses are not appropriate for your needs, for example you want to use the material commercially without crediting us or do not want to share your contributions under the same license please reach out to us for other options.

We Make Minnesota's Electric Railway History Come Alive!